

### **Listing of Claims:**

Claim 1. (currently amended) Modular transmission unit-(1), in particular a multistage transmission-(2)

1.1 with a box input-(E) and a box output-(A);

1.2 with two superimposed gears-(9, 10) designed as three-shaft planetary wheels-(11, 12), each comprising a sun wheel-(25, 27), a hollow wheel-(24, 28), a spacer-(23, 26) and planetary wheels, whereby each of the individual shafts are formed by the sun wheels (25, 27), hollow wheels-(24, 28), spacers-(23, 26) or the elements connected in a torque-proof manner with them;

1.3 a first shaft-(13) of the first superimposed gear-(9) is connected in a torque-proof manner with the box input-(E);

1.4 a second shaft-(14) of the first superimposed gear-(9) and a second shaft-(17) of the second superimposed gear-(10) can at least be connected indirectly with the box output (A);

1.5 a continuously variable transmission-(5) in the form of a traction mechanism box-(6) is arranged between the third shafts-(15, 18) of the first and second superimposed gears-(9, 10);

1.6 with means for controlling the gear transmission ratio at the traction mechanism box-(6); characterized by the following characteristics:

1.7 each of the couplings between the individual superimposed gears-(9, 10) and the continuously variable transmission-(5) takes places through a linking gear-(39, 40), comprising a transmission stage-(19, 20);

1.8 the first shaft-(16) of the second superimposed gear-(10) can be connected optionally with the box input-(E) via a first clutch coupling-(21);

1.9 the second shaft-(14) of the first superimposed gear-(9) and the third shaft-(18) of the second superimposed gear-(10) can be connection optionally with the box output-(A) via at least one other second clutch coupling-(22).

Claim 2. (currently amended) Modular transmission unit-(1) in accordance with claim 1, characterized in that the second shaft-(14) of the first superimposed gear-(9) is connected in a torque-proof manner with the third shaft-(18) of the second superimposed gear (10).

Claim 3. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 or 2~~claim 1, characterized in that the individual linking gear-(19, 20) is formed by a reverse gear.

Claim 4. (currently amended) Modular transmission unit-(1) in accordance with claim 3, characterized in that the individual linking gear-(19, 20) is formed by a spur-wheel stage (36), comprising an even number of intermeshing spur wheels (29, 30, 37, 38).

Claim 5. (currently amended) Modular transmission unit-(1) in accordance with claim 4, characterized in that one of the intermeshing spur wheels (29, 30, 37, 38) of the individual linking gears-(19, 20) are formed by the third shaft-(15) if the first superimposed gear (9)-and/or the third shaft-(18) of the second superimposed gear-(10) or form one structural unit with them.

Claim 6. (currently amended) Modular transmission unit-(1) in accordance one of ~~claims 1 through 5~~claim 1, characterized in that the sun wheel-(27) of the second superimposed gear-(10) is created depending on the overall transmission ratio spread to be achieved.

Claim 7. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 6~~claim 1, characterized in that the first superimposed gear-(9) is designed with the transmission of the continuously variable transmission-(5), which corresponds with the theoretical maximum permissible gear transmission ratio at the continuously variable transmission.

Claim 8. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 7~~claim 1, characterized in that, with respect to its sizing, the sun wheel (25)-of the first superimposed gear-(9) is characterized by a pitch circle diameter that is in the range of 2 to 2.6 times smaller than that of the hollow wheel-(24) of the first superimposed gear (9).

Claim 9. (currently amended) Modular transmission unit-(1) in accordance with one of ~~claims 1 through 8~~claim 1, characterized in that, with respect to its sizing, the sun wheel

(27) of the second superimposed gear-(10) is characterized by a pitch circle diameter that is in the range of 2 to 2.6 times smaller than that of the hollow wheel-(24).

Claim 10. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 9~~claim 1, characterized by the following characteristics:

~~10.1~~ the first shaft-(13) of the first superimposed gear-(9) and the first shaft-(16) of the second superimposed gear-(10) are each formed by the spacer-(23) of the first planetary wheel-(11) or the spacer-(26) of the second planetary wheel-(12) or elements coupled with them in a torque-proof manner;

~~10.2~~ the second shaft-(14) of the first superimposed gear-(9) is formed by the sun wheel-(25) of the first planetary gear-(11) and the second shaft-(17) of the second superimposed gear-(10) is formed by the hollow wheel-(28) of the second planetary wheel-(12);

~~10.3~~ the third shaft-(15) of the first superimposed gear-(9) is formed by the hollow wheel-(24) of the first planetary wheel-(11) and the third shaft-(18) of the second planetary wheel-(12) is formed by the sun wheel-(27) or an element coupled with it in a torque-proof manner.

Claim 11. (currently amended) Modular transmission unit-(1) in accordance with claim 10, characterized in that the sun wheel-(25) of the first planetary gear-(11) and the sun wheel-(27) of the second planetary gear-(12) are connected with each other in a torque-proof manner via a hollow shaft.

Claim 12. (currently amended) Modular transmission unit-(1) in accordance with claim 11, characterized in that the coupling between the box input-(E) and the first shaft-(16) of the second superimposed gear-(10) takes place via a shaft connected in a torque-proof manner with the spacer-(23) of the first planetary wheel-(11) and guided through the hollow shaft.

Claim 13. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 10 through 12~~claim 10, characterized by the following characteristics:

~~13.1~~ the first spur wheel of the first linking gear is formed by the hollow wheel-(24) of the first superimposed gear-(9);

~~13.2~~ the second linking gear-(20) is formed by a spur wheel-(3) couple in a torque-proof manner with the third shaft-(18) designed as a hollow shaft and another spur wheel-(37), which is

connected in a torque-proof manner with the continuously variable transmission-(5).

Claim 14. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 13~~claim 1, characterized in that the continuously variable transmission (5) is designed as a force-fit traction mechanism box-(6) and the traction mechanism-(34) is formed by a belt or a chain.

Claim 15. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 14~~claim 1, characterized in that means for the non-slip coupling of the traction mechanism-(34) to the revolution speed of the box input-(E) are provided.

Claim 16. (currently amended) Modular transmission unit-(1) in accordance with claim 15, characterized in that the means for equalizing the velocity of circulation of the traction mechanism-(34) to the revolution speed of the box input-(E) comprise a transfer element-(42) that can be coupled at least indirectly with the box input-(E) and connected in a force-fitting manner with the traction mechanism-(34).

Claim 17. (currently amended) Modular transmission unit-(1) in accordance with claim 16, characterized in that the traction mechanism-(34) has a circumferential profile-(44) on its outer perimeter-(43), which can be attached with a complementarily designed profile-(45) on the outer perimeter-(46) of the transfer element-(42).

Claim 18. (currently amended) Modular transmission unit-(1) in accordance with claim 17, characterized in that the transfer element-(42) is arranged coaxially to the box input shaft-(E) or parallel to it and, for the retention of the tension in the traction mechanism-(34), a pivot gear-(48) is provided for the pivoting of the disk arrangements-(33, 35) of the continuously variable transmission-(5) and the transfer element-(42).

Claim 19. (currently amended) Modular transmission unit-(1) in accordance with claim 18, characterized in that the transfer element-(42) is arranged coaxially to and in a torque-proof manner with the box input shaft-(E) or parallel to it and a movable or pivotable tensioning device-(47) is assigned to the traction mechanism-(34) for the retention of the tension.

Claim 20. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 19~~claim 1, characterized in that the means for controlling the gear transmission ratio on the traction mechanism box-(6) comprise actuating elements for adjusting the distances between the individual disk arrangements-(33, 35).

Claim 21. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 20~~claim 1, characterized in that, between the third shaft of the first superimposed gear-(9) and the third shaft-(18) of the second superimposed gear-(10), a transmission of 1 to 2 through 3, preferably 1 to 2.5 can be set, or the transmission can be set between the two individual disk arrangements at a ratio of 1 to 2 through 3.

Claim 22. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 21~~claim 1, characterized in that the input-(E) is connected with a switchable starter unit-(48).

Claim 23. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 22~~claim 1, characterized in that means for reversing the direction of rotation are also provided.

Claim 24. (currently amended) Modular transmission unit-(1) in accordance with claim 23, characterized in that the means comprise a reverse gear.

Claim 25. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 24~~claim 1, characterized in that the first and/or the second clutch couplings-(21, 22) are designed as frictionally engaged or synchronous clutch couplings.

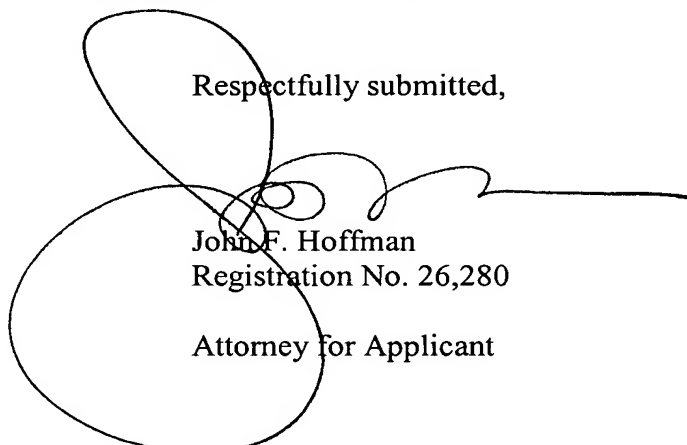
Claim 26. (currently amended) Modular transmission unit-(1) in accordance with ~~one of claims 1 through 25~~claim 1, characterized in that a starter element-(48) is switched into the box input-(E).

Claim 27. (currently amended) Modular transmission unit-(1) in accordance with claim 26, characterized in that the starter element-(48) is designed as a hydrodynamic rpm/torque converter or hydrodynamic clutch.

Claim 28. (currently amended) Modular transmission unit-(1) in accordance with claim 27, characterized in that a bridge clutch is assigned to the starter element-(48).

Claim 29. (currently amended) Modular transmission unit-(1) in accordance with claim 28, characterized in that the starter element-(48) is designed as a multiple-disk clutch.

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